

# BookletChart<sup>TM</sup>

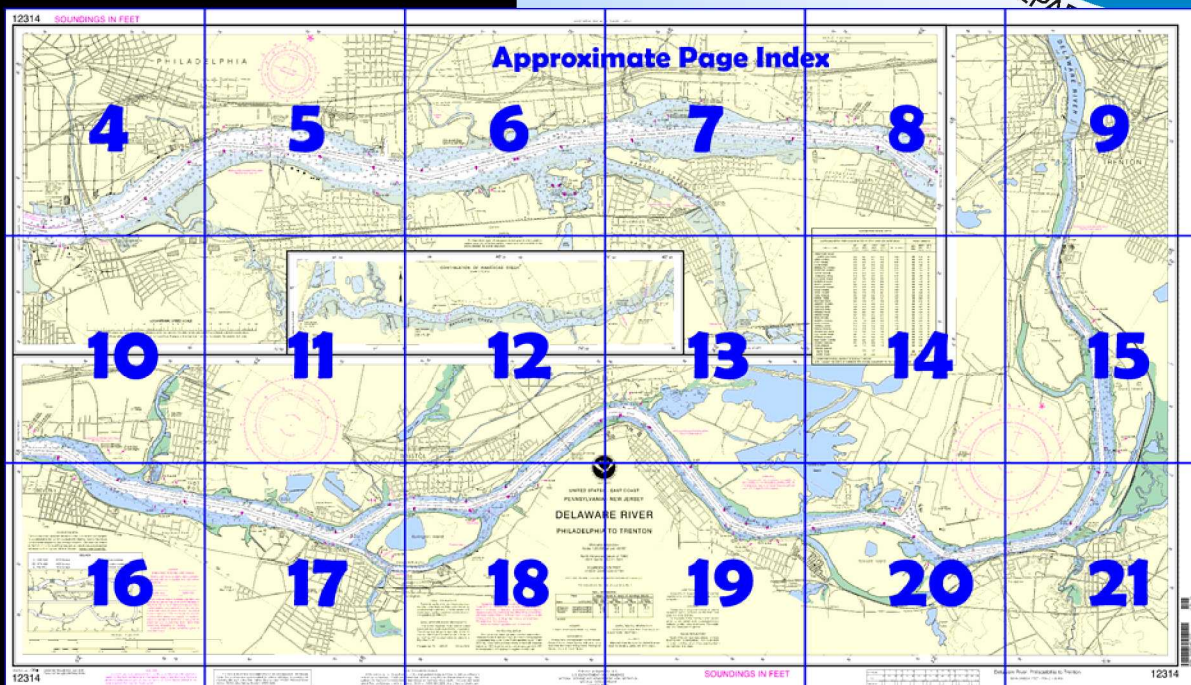
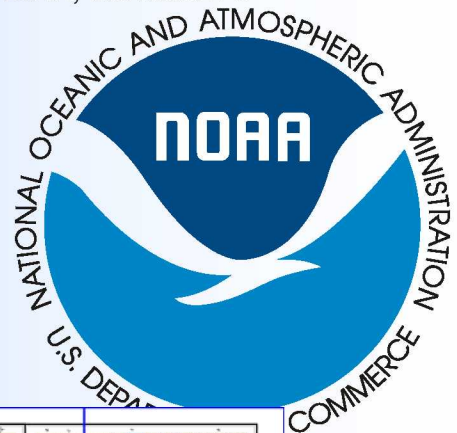
## Delaware River - Philadelphia to Trenton

(NOAA Chart 12314)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☒ Complete, reduced scale nautical chart
- ☒ Print at home for free
- ☒ Convenient size
- ☒ Up to date with all Notices to Mariners
- ☒ United States Coast Pilot excerpts
- ☒ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)





### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

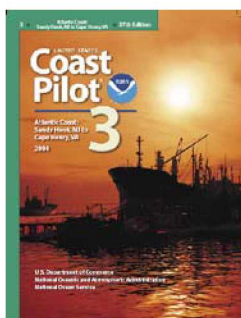
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### [Coast Pilot 3, Chapter 6 excerpts]

(399) Above Philadelphia, the 40-foot dredged channel continues to Newbold Island, thence the depths are 25 feet to the Trenton Marine Terminal and 12 feet to the railroad bridge at Trenton

(406) Gasoline and supplies are available at a small boatyard on the west side of the bridge at Tacony.

(407) **Dredge Harbor**. The eastern entrance is closed by shoals. The western entrance has depths of about 10 feet, thence up to 15 feet

inside. Berths, gasoline, diesel fuel, and marine supplies are available.

(408) **Rancocas Creek** has barge traffic as far as the first bridge; above this point the creek is used by pleasure boats. Depths are about 5 feet to **Centerton** 6 miles above the mouth. The channel is narrow and crooked above Bridgeboro and in general follows ebb-tide bends back and forth between shoals; navigation is difficult without local knowledge. The

entrance to the creek is marked by a buoy. The current velocity is about 1 knot in the entrance. There are small craft facilities near the first bridge and at **Bridgeboro**. Berths, gasoline, and marine supplies are available. (409) State Route 543 highway bridge has a clearance of 4 feet. The railroad bridge, 0.2 mile above the highway bridge, has a clearance of 3 feet. The State Route 38 bridge at Centerton has a clearance of 6 feet. Above this point, navigation is limited by fixed bridges, the least clearance being 6 feet at the Mount Holly bridge.

(410) **Poquessing Creek** forms the upper boundary of the city of Philadelphia. A yacht club at **Torresdale** has a float landing. In 1998, reported depths at the float were 9 to 12 feet.

(411) **Mud Island**. The channel between Mud Island and Pennsylvania has a controlling depth of about 7 feet. The lower part of the channel is used as a small-boat anchorage.

(412) **Andalusia**. A yacht club at **Cornwells Heights** has a float landing with about 10 feet alongside; gasoline, berths, and water are available on weekends only.

(413) **Neshaminy Creek** has depths of about 7 feet to the highway bridge 0.7 mile above the mouth, thence about 4 feet for another 0.3 mile to where the creek has shoaled to bare. The highway bridge has a clearance of 9 feet. There are boatyards and marinas along the creek. Berths, gasoline, diesel fuel, water, and marine supplies are available.

(414) At Mile 100.1N, a dredged channel leads to a small-craft basin at **Neshaminy State Park**. Berths, ice, water, and electricity are available. In 1974, the controlling depth was 8 feet in the entrance channel and 4 feet in the basin. The mouth of the entrance channel is marked by a light.

(417) The Delaware River main channel continues along the northwest side of Burlington Island, and the auxiliary channel extends along the southeast side for 1.2 miles to a turning basin at the upper end of the U.S. Pipe and Foundry Co. In September 1996, the midchannel controlling depth in the auxiliary channel was 10 feet, thence depths of 10 to 17 feet were in the basin. Eastward of the turning basin, the back channel has natural depths of about 6 to 11 feet through the northeast entrance.

(419) The current velocity is 1.3 knots on the flood and 1.6 knots on the ebb in the main channel west of Burlington Island. In the back channel east of the island, the velocity is 0.9 knot on the flood and 1.8 knots on the ebb.

(420) The town wharf, about 0.4 mile east of Assiscunk Creek, has depths of 12 feet reported alongside. A marina at the entrance to **Assiscunk Creek** has berths, gasoline, diesel fuel, ice, and some marine supplies.

(421) **Bristol**. The public wharf at the lower end of the town has depths of about 3½ feet reported at the face. A yacht club near the upper end of Bristol has float landings with 8 feet reported alongside; water is available.

(426) **Roebling**. The main wharf is 300 feet long and has depths of about 12 feet reported alongside, deck height, 8 feet.

(428) In September 1982, a section of the back channel S of Newbold Island, between the island and the New Jersey mainland was reported to have shoaled to bare.

(431) The current velocity in Whitehill Range off Fieldsboro is 1.4 knots on the ebb; the flood current is weak and of short duration.

(432) **Crosswicks Creek**. Berths and gasoline can be obtained at one of the yacht clubs at Bordentown.

(434) Mariners are advised to stay in the dredged channel when navigating between Bordentown and Trenton because of the rocky ledges and shoals bordering the channel.

(436) On the New Jersey shore between Duck Island and Trenton are small-craft facilities where gasoline, berths, water, and some marine supplies are available.

# Table of Selected Chart Notes

Corrected through NM Feb. 23/08  
Corrected through LNM Feb. 19/08

## HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection  
Scale 1:20,000 at Lat. 40°05'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

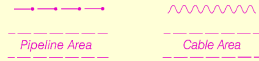
## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

For Symbols and Abbreviations see Chart No. 1

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Philadelphia, PA KIH-28 162.475 MHz

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Philadelphia, Pennsylvania.

Refer to charted regulation section numbers.

## CAUTION

### BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

## TIDAL INFORMATION

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Bridgeboro	(40°02' N/74°56' W)	6.9	6.5	0.2
Burlington	(40°05' N/74°52' W)	7.8	7.5	0.2
Trenton	(40°11' N/74°45' W)	8.7	8.4	0.2

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>. (Jan 2008)

## PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

DELAWARE RIVER CHANNEL DEPTHS								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2009								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (MLLW (FEET))
FISHER POINT RANGE (CHARTS 12313,12312)	37.4	37.8	37.1	34.8	7-08	400	0.70	40
FISHER CHANNEL	38.8	41.1	43.3	41.8	7-08	400	0.31	40
DRAW CHANNEL	41.2	42.6	43.0	39.2	2-09	400	0.74	40
DELAIR RANGE	37.5	37.9	36.4	27.6	7-08	400	0.98	40
BRIDEBURG CHANNEL	40.8	41.2	39.3	33.4	7-08	400	0.31	40
FRANKFORD CHANNEL	39.3	38.8	35.9	29.9	2-09	400	1.05	40
TACONY CHANNEL	34.5	36.1	39.9	38.7	8-08	400	1.17	40
TORRESDALE RANGE	36.2	37.1	38.8	39.9	8-08	400	1.39	40
MUD ISLAND RANGE	39.1	39.6	38.2	36.1	8-08	400	1.67	40
ENTERPRISE RANGE	37.5	39.6	36.0	36.9	8-08	400	1.70	40
BEVERLY CHANNEL	34.3	36.7	39.8	38.9	8-08	400	0.65	40
EDGEWATER CHANNEL	33.9	36.2	37.1	35.2	8-08	400	1.37	40
DEVLIN CHANNEL	37.0	38.8	39.7	31.9	2-09	400	1.03	40
LEHIGH CHANNEL	36.2	42.1	40.2	35.4	8-08	400	0.66	40
CANAL CHANNEL	42.5	44.3	43.5	38.7	8-08	500	0.19	40
BRISTOL RANGE	36.3	42.0	42.5	42.8	8-08	400	0.82	40
KEYSTONE RANGE	33.8	38.6	42.9	42.6	2-09	400	0.42	40
LAURETH CHANNEL	35.4	40.9	38.4	38.6	2-09	400	1.21	40
FLORENCE BEND	38.3	37.9	40.9	23.0	8-08	500	0.61	40
FLORENCE RANGE	29.8	37.1	40.3	23.7	9-08	400	1.34	40
ROEBLING RANGE	28.5	37.5	42.0	36.8	10-08	400	0.34	40
KINKORA RANGE	33.5	38.9	37.3	34.1	10-08	400	1.15	40
PENN CHANNEL	33.2	36.3	38.9	32.9	7-08	400	0.36	40
NEUBOLD CHANNEL	8.2	12.4	20.8	27.3	7-08	400	0.52	40
BLAKE CHANNEL	15.5	20.9	24.7	24.8	7-08	400	0.17	25
WHITEHILL RANGE	19.8	20.9	22.4	23.5	7-08	300	1.03	25
RARITAN CHANNEL	22.6	25.6	28.6	26.6	2-09	400	0.24	25
BORDENTOWN RANGE	17.0	18.9	21.3	17.7	2-09	300	0.65	25
DUCK ISLAND RANGE	12.1	13.8	17.5	15.5	2-09	300	1.25	25
PERRIWIG CHANNEL	16.8	22.5	24.9	22.1	7-08	400	0.24	25
BILES ISLAND CHANNEL	24.6	25.6	22.5	18.1	7-08	300	0.38	25
COCHRAN CHANNEL	32.9	29.3	25.1	18.5	7-08	300	0.31	25
MOON CHANNEL	11.1	13.3	13.2	13.1	7-08	500	0.39	25
TRENTON CHANNEL								
SOUTH REACH		11.7	11.7		7-08	200	0.49	12
NORTH REACH		10.3	A 10.3		7-08	200-300	0.58	12

A. EXCEPT FOR A 5 FOOT ROCK LOCATED AT 40°12'25.9"N, 74°45'57.2"W.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



# SOUNDINGS IN FEET

12314

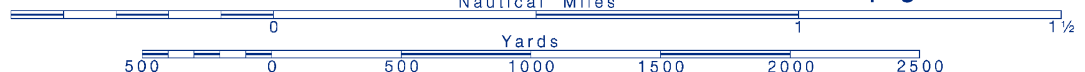


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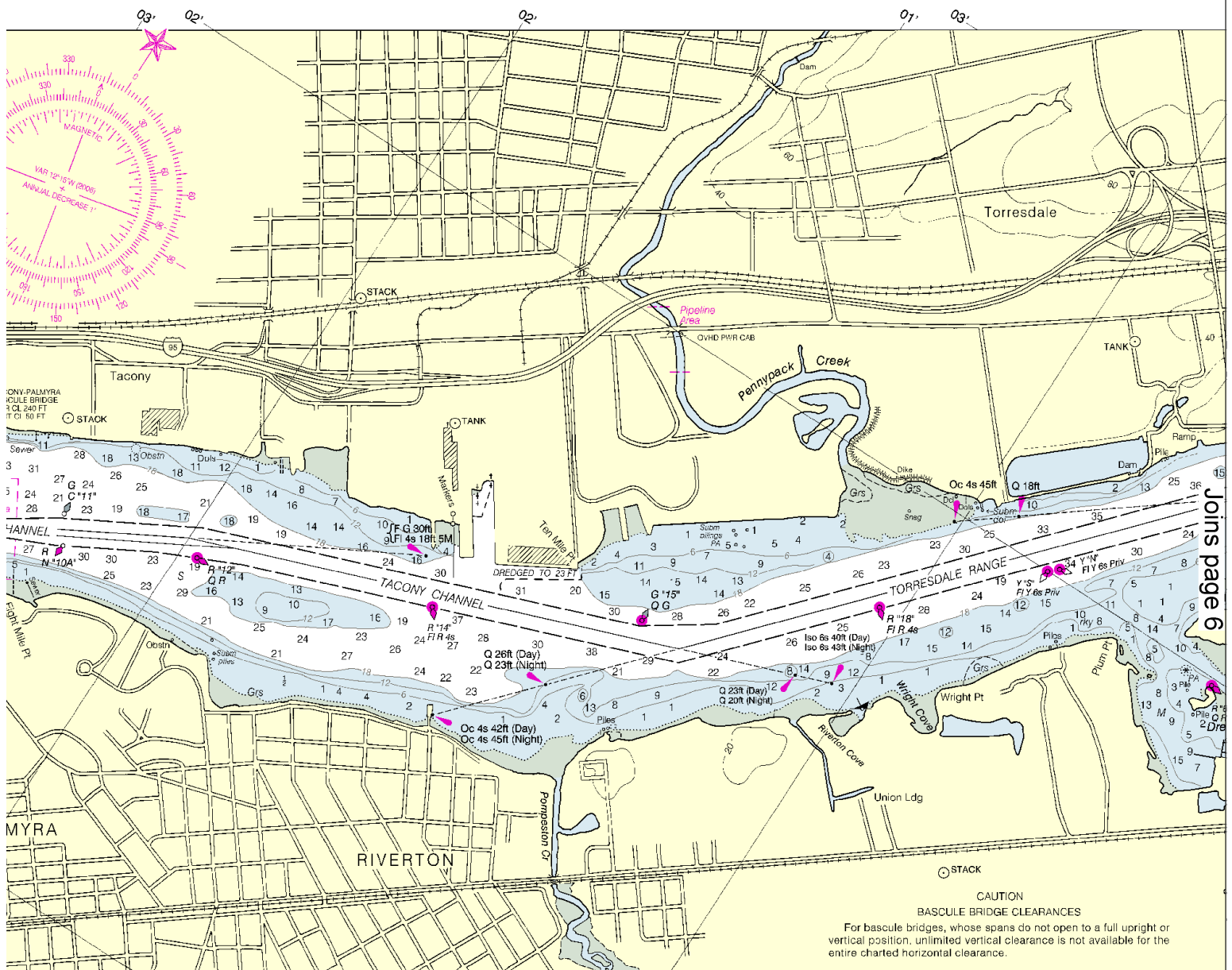
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SCALE 1:20,000  
Nautical Miles

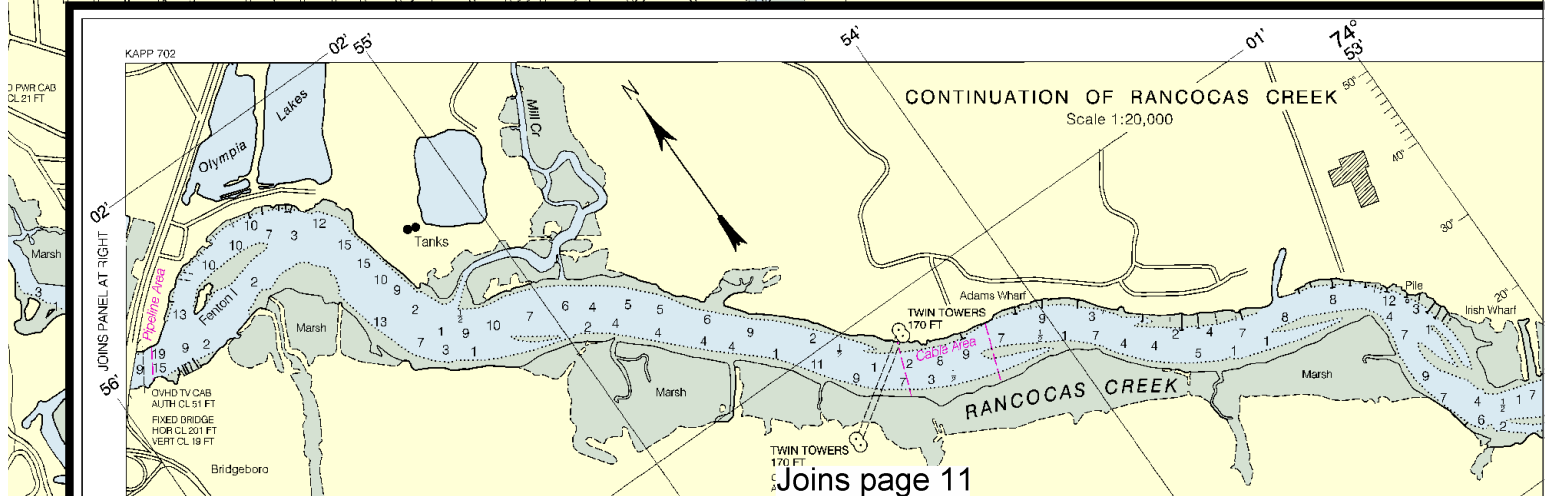
See Note on page 5.





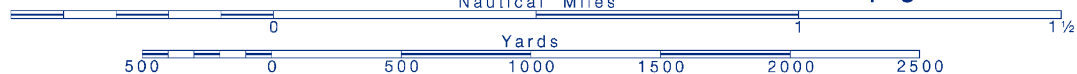
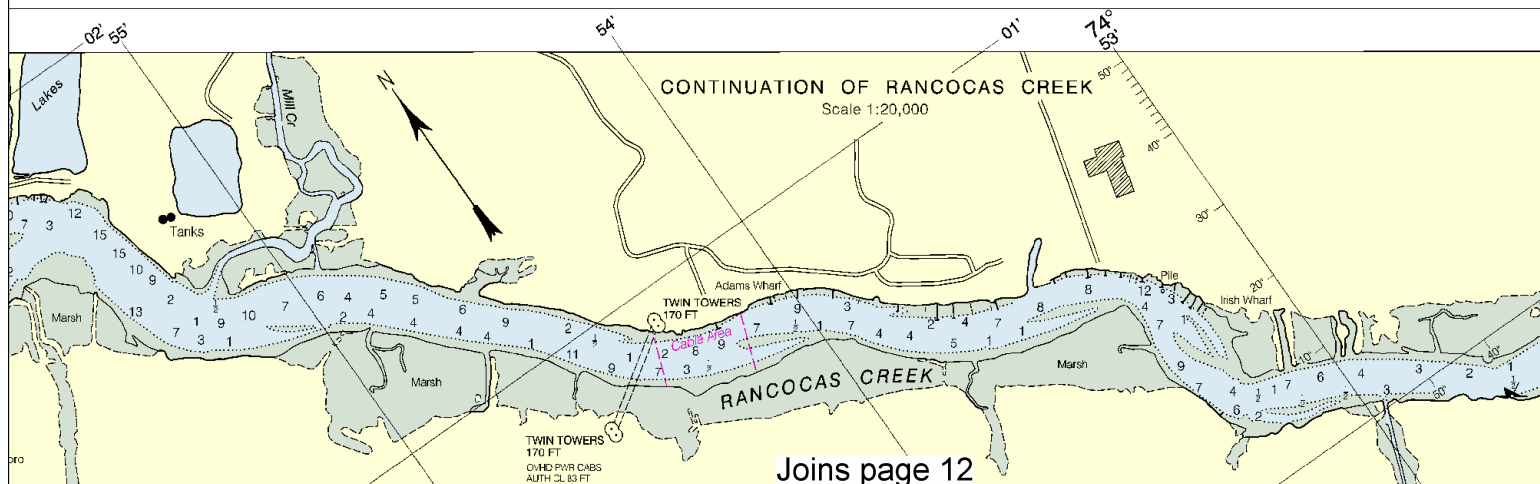
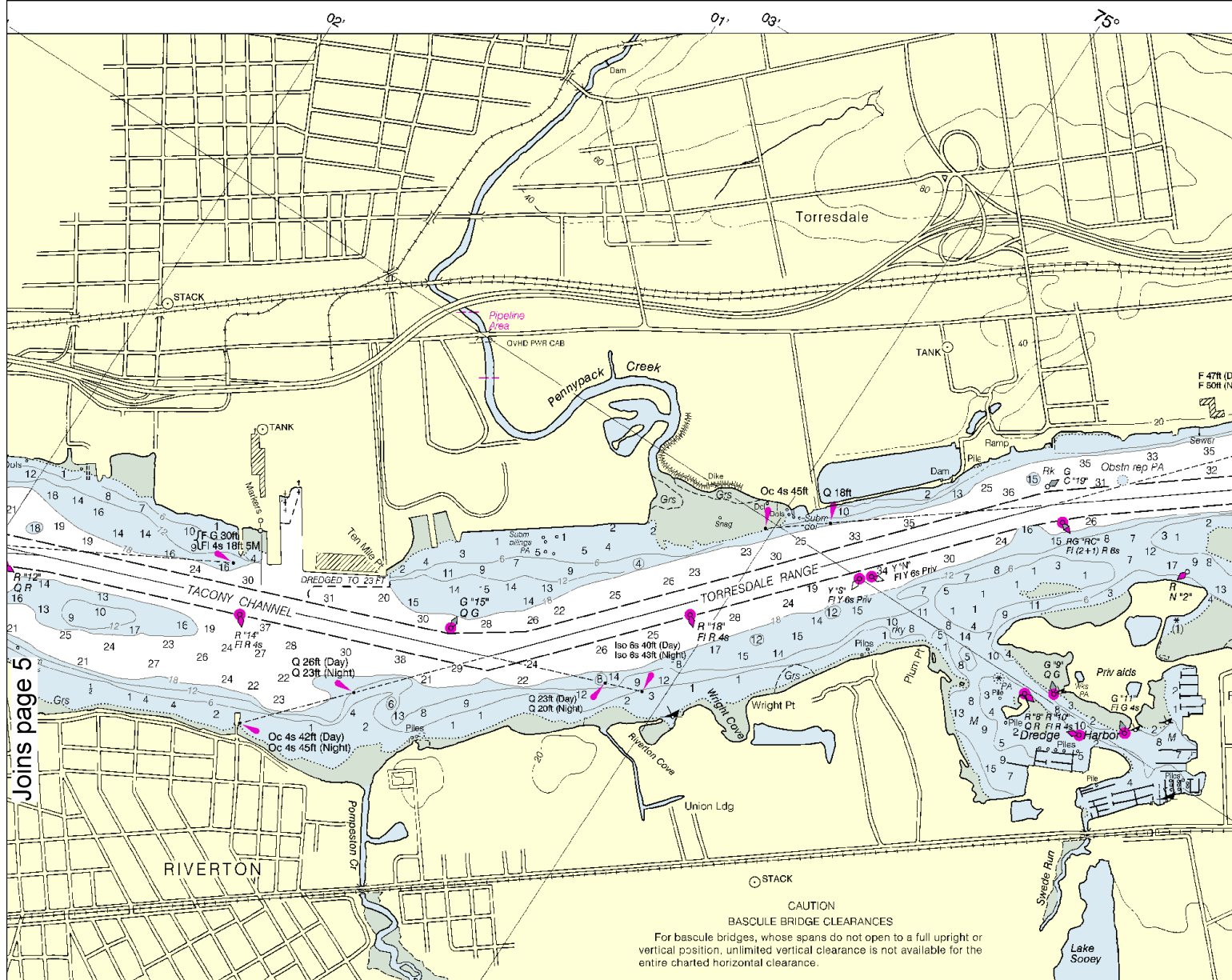


Joins page 6

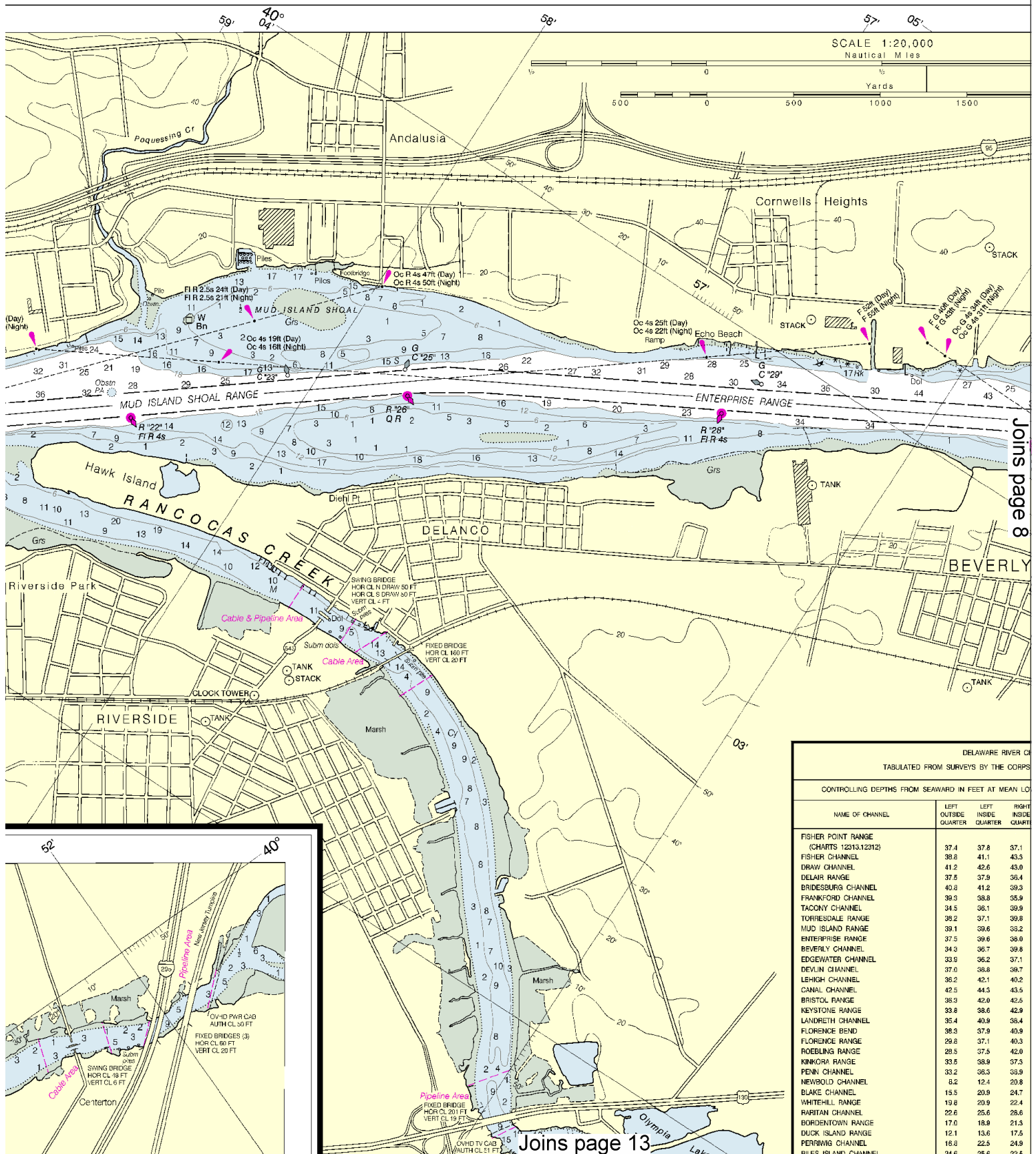


Joins page 11

This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:26667. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

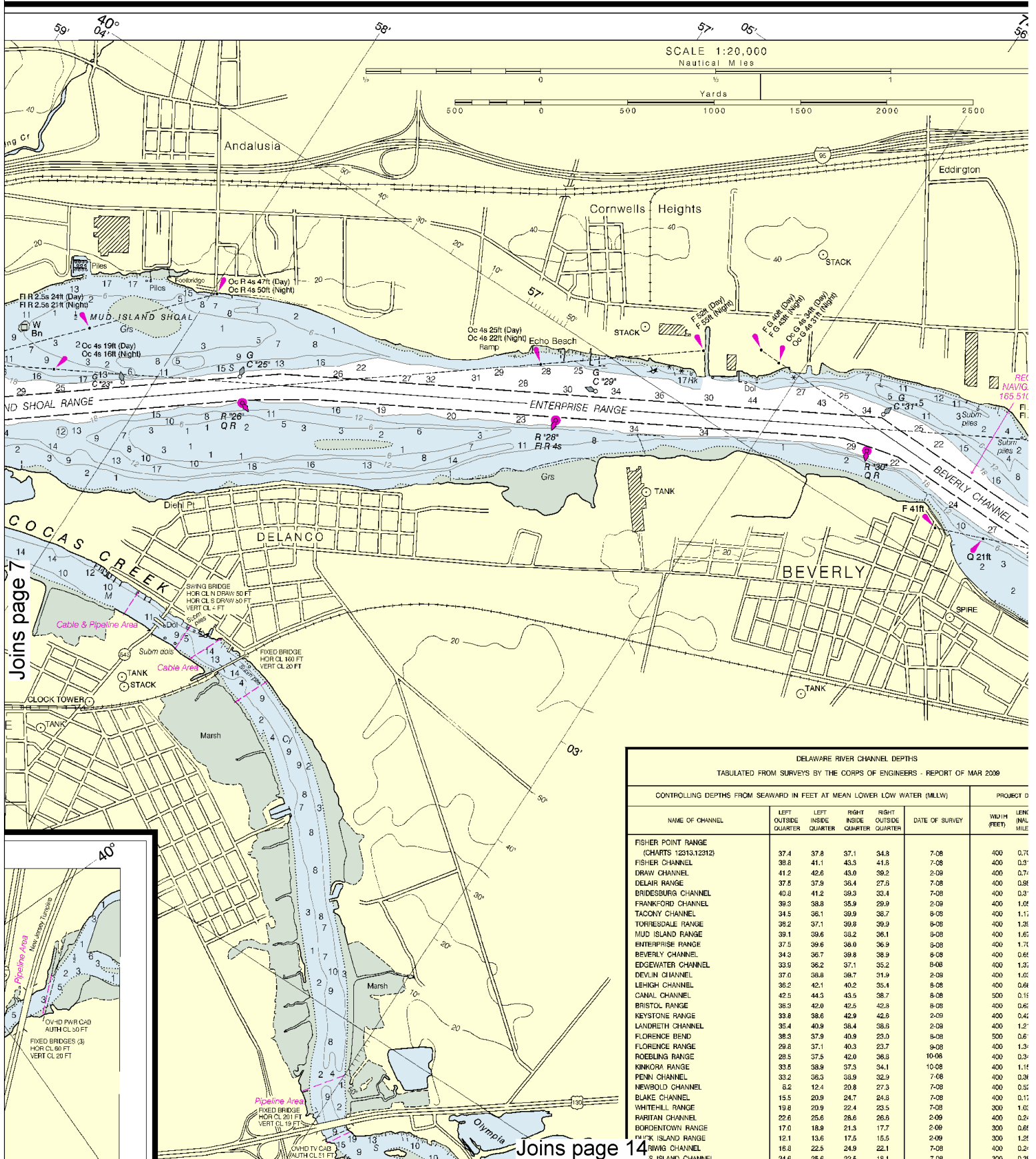




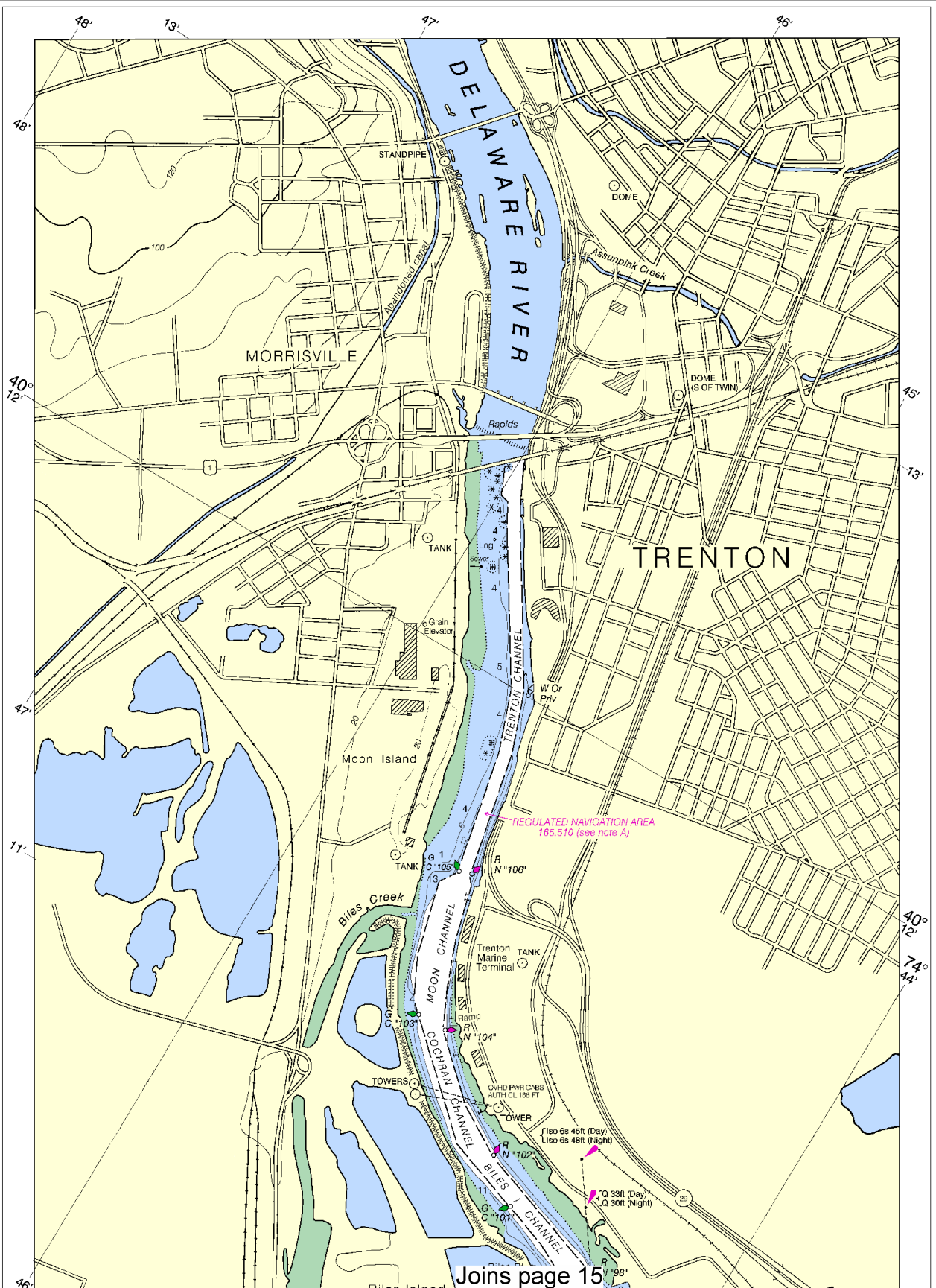


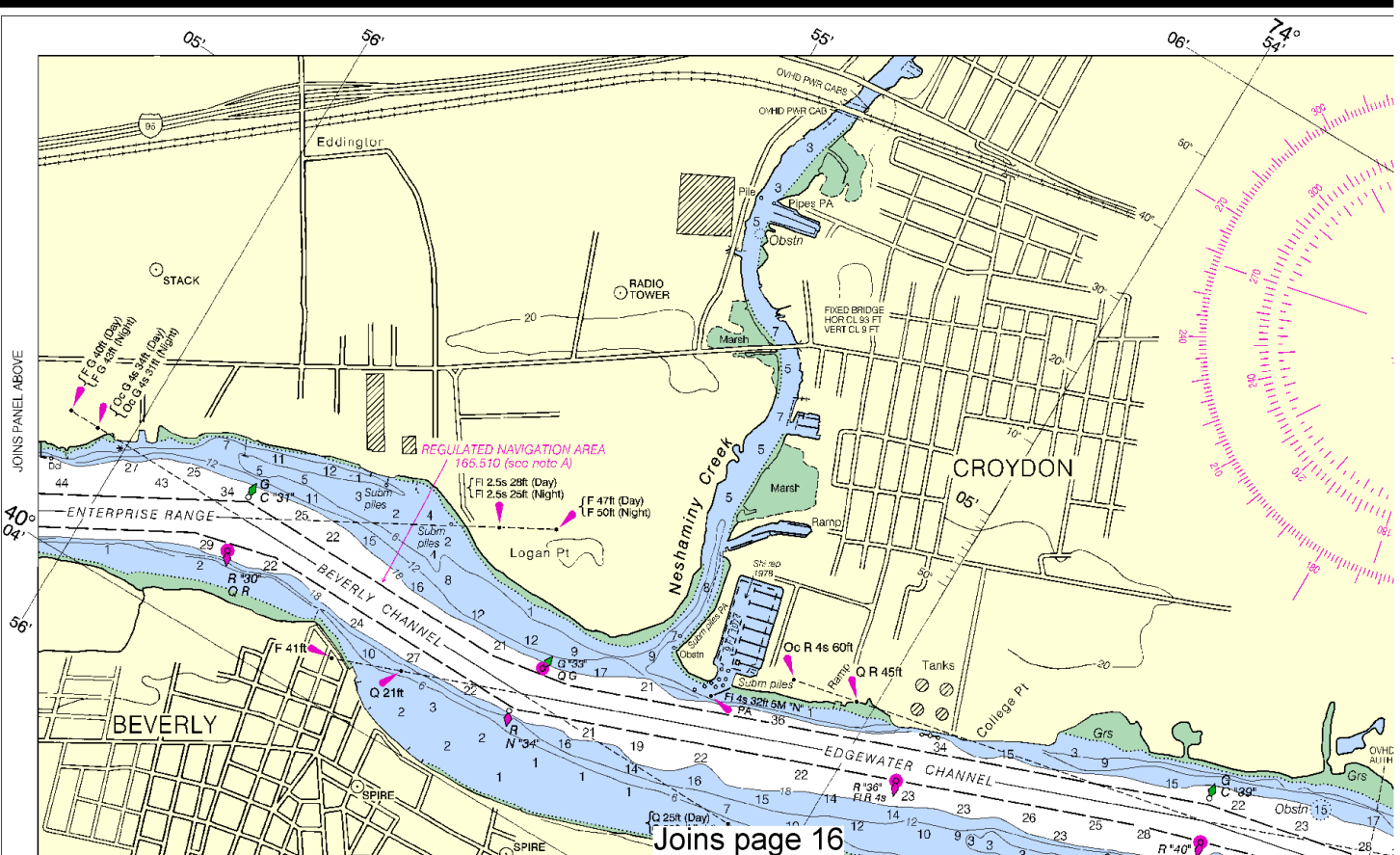
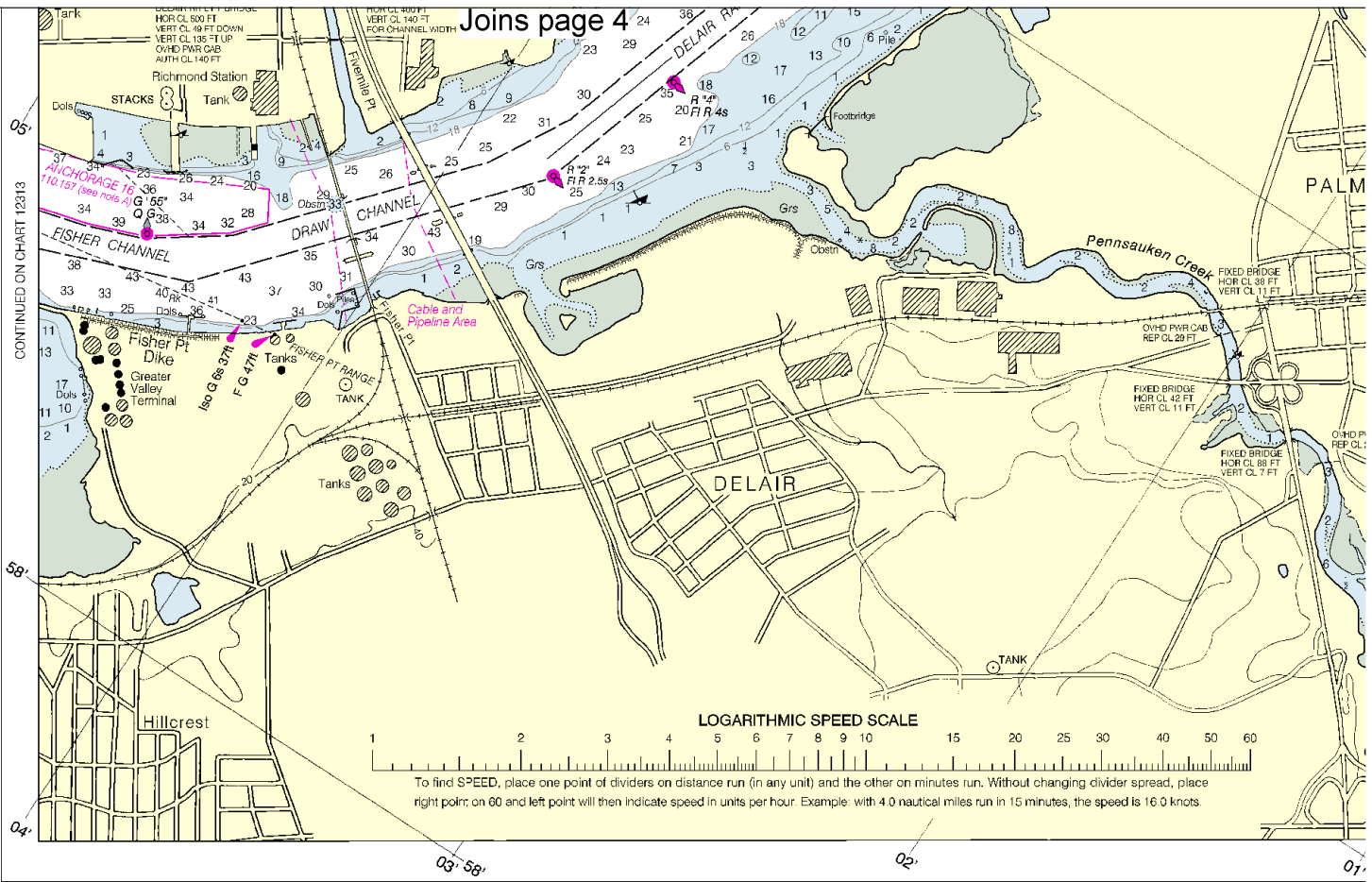
DELAWARE RIVER CHART			
TABULATED FROM SURVEYS BY THE CORPS			
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT INSIDE QUARTER
FISHER POINT RANGE			
(CHARTS 12313, 12312)	37.4	37.8	37.1
FISHER CHANNEL	38.8	41.1	43.3
DRAW CHANNEL	41.2	42.6	43.0
DELAIR RANGE	37.5	37.9	38.4
BRIDGESBURG CHANNEL	40.8	41.2	39.3
FRANKFORD CHANNEL	39.3	38.8	35.9
TACONY CHANNEL	34.5	36.1	38.9
TORRESDALE RANGE	38.2	37.1	39.8
MUD ISLAND RANGE	39.1	39.6	38.2
ENTERPRISE RANGE	37.5	39.6	38.0
BEVERLY CHANNEL	34.9	36.7	39.6
EDGEWATER CHANNEL	33.9	36.2	37.1
DEVLIN CHANNEL	37.0	38.8	38.7
LEHIGH CHANNEL	36.2	42.1	40.2
CANAL CHANNEL	42.5	44.3	43.5
BRISTOL RANGE	36.3	42.0	42.6
KEYSTONE RANGE	33.8	38.6	42.9
LANDRETH CHANNEL	35.4	40.9	38.4
FLORENCE BEND	38.3	37.9	40.9
FLORENCE RANGE	29.8	37.1	40.3
ROEBLING RANGE	29.5	37.5	42.0
KIRKORA RANGE	33.8	38.9	37.3
PENIN CHANNEL	33.2	36.3	38.9
NEVEROLD CHANNEL	5.2	12.4	29.8
BLAKE CHANNEL	15.5	20.9	24.7
WHITEHILL RANGE	19.8	20.9	22.4
RARITAN CHANNEL	22.6	25.6	28.6
BORDENTOWN RANGE	17.0	18.9	21.3
DUCK ISLAND RANGE	12.1	13.6	17.5
PERRING CHANNEL	16.8	22.5	24.9
BLUES ISLAND CHANNEL	24.6	25.6	22.5

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0810 2/23/2010,  
 NGA Weekly Notice to Mariners: 1010 3/6/2010,  
 Canadian Coast Guard Notice to Mariners: n/a .



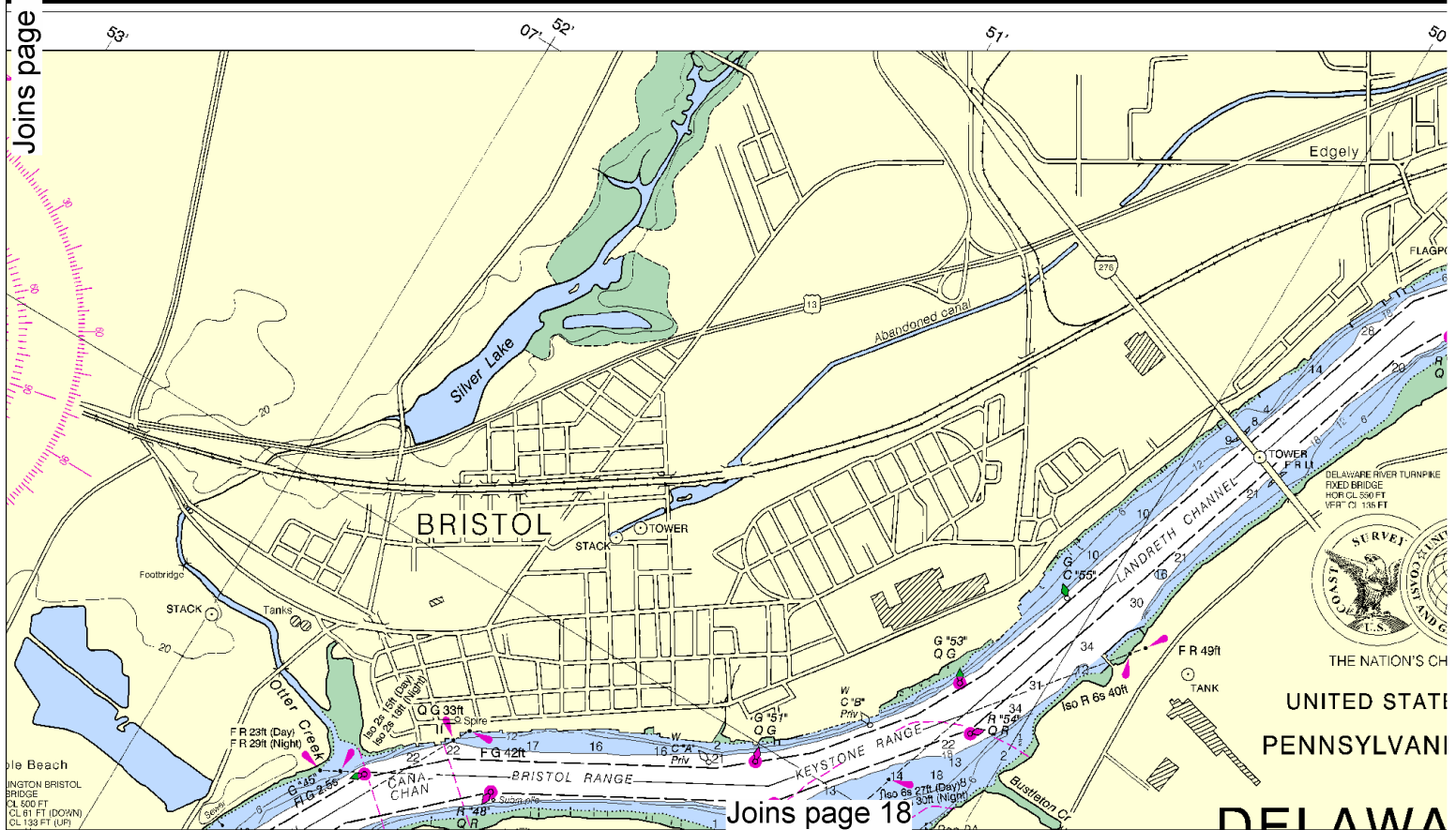
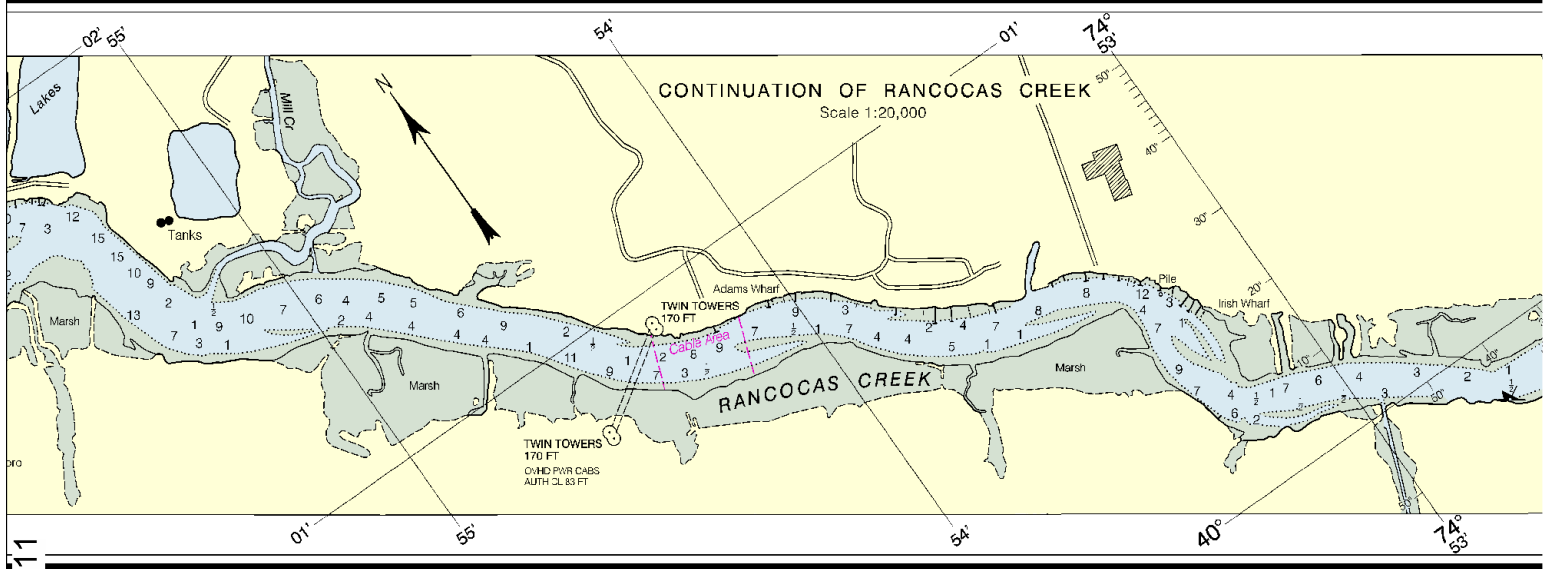
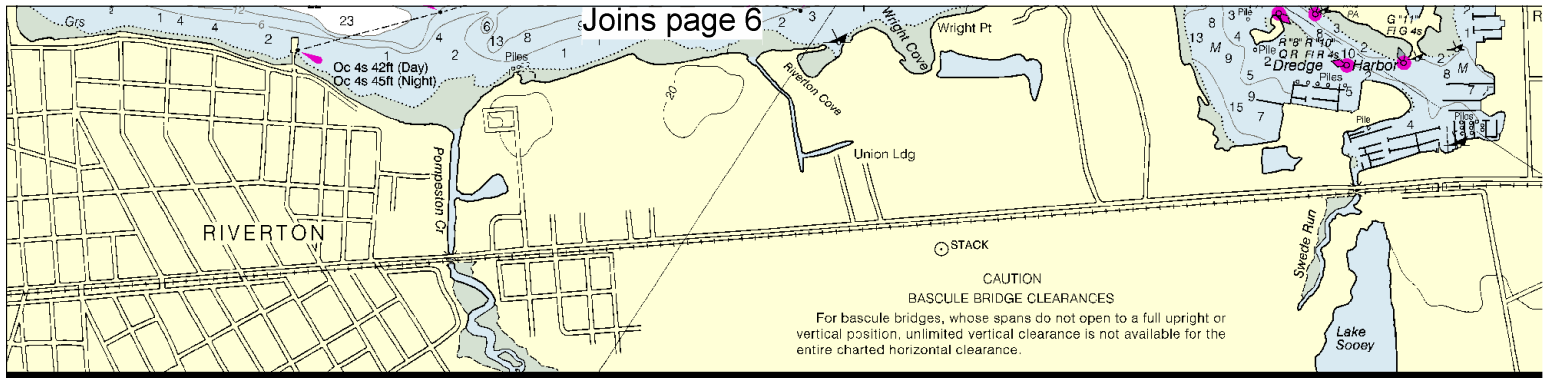












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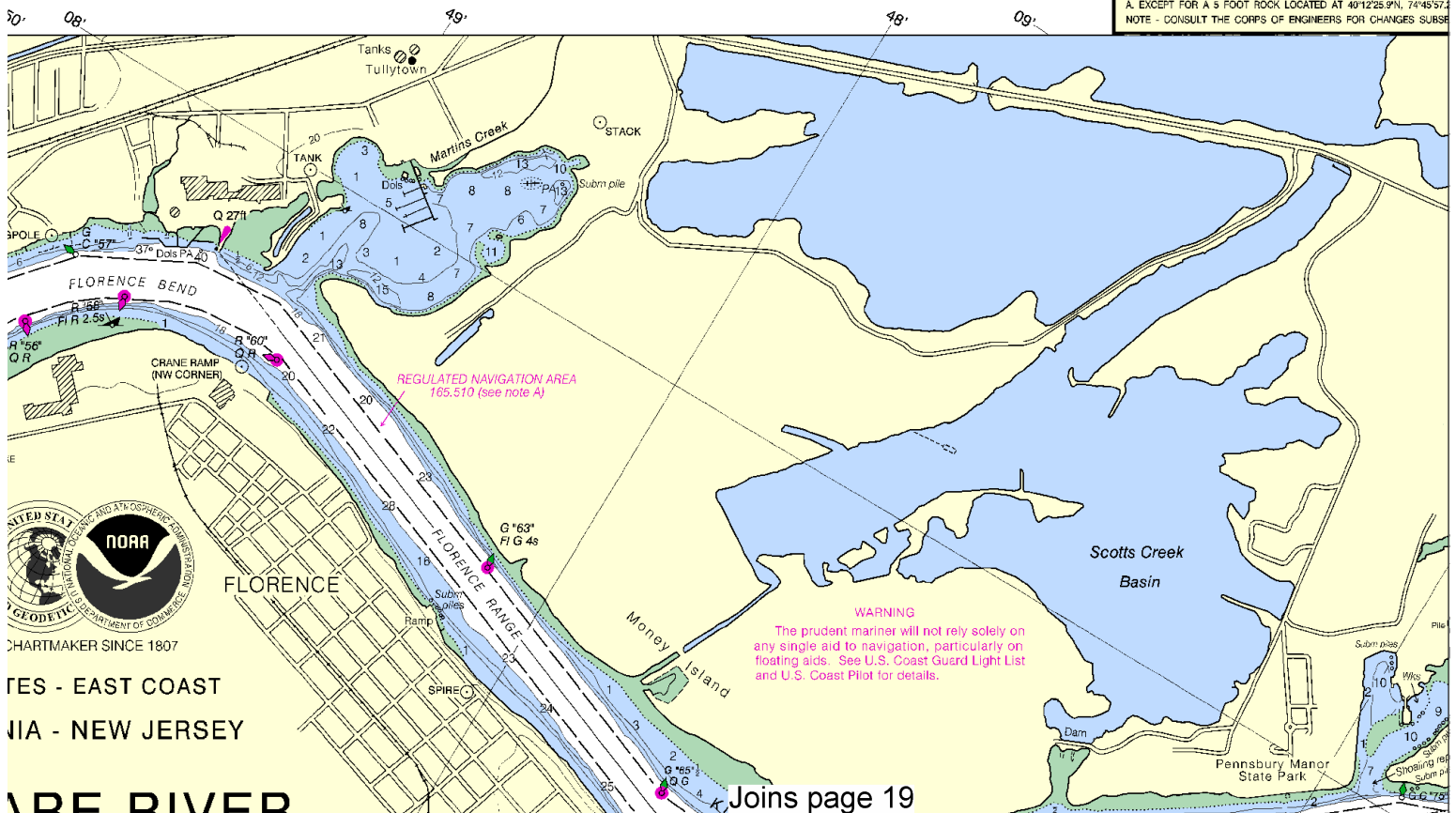
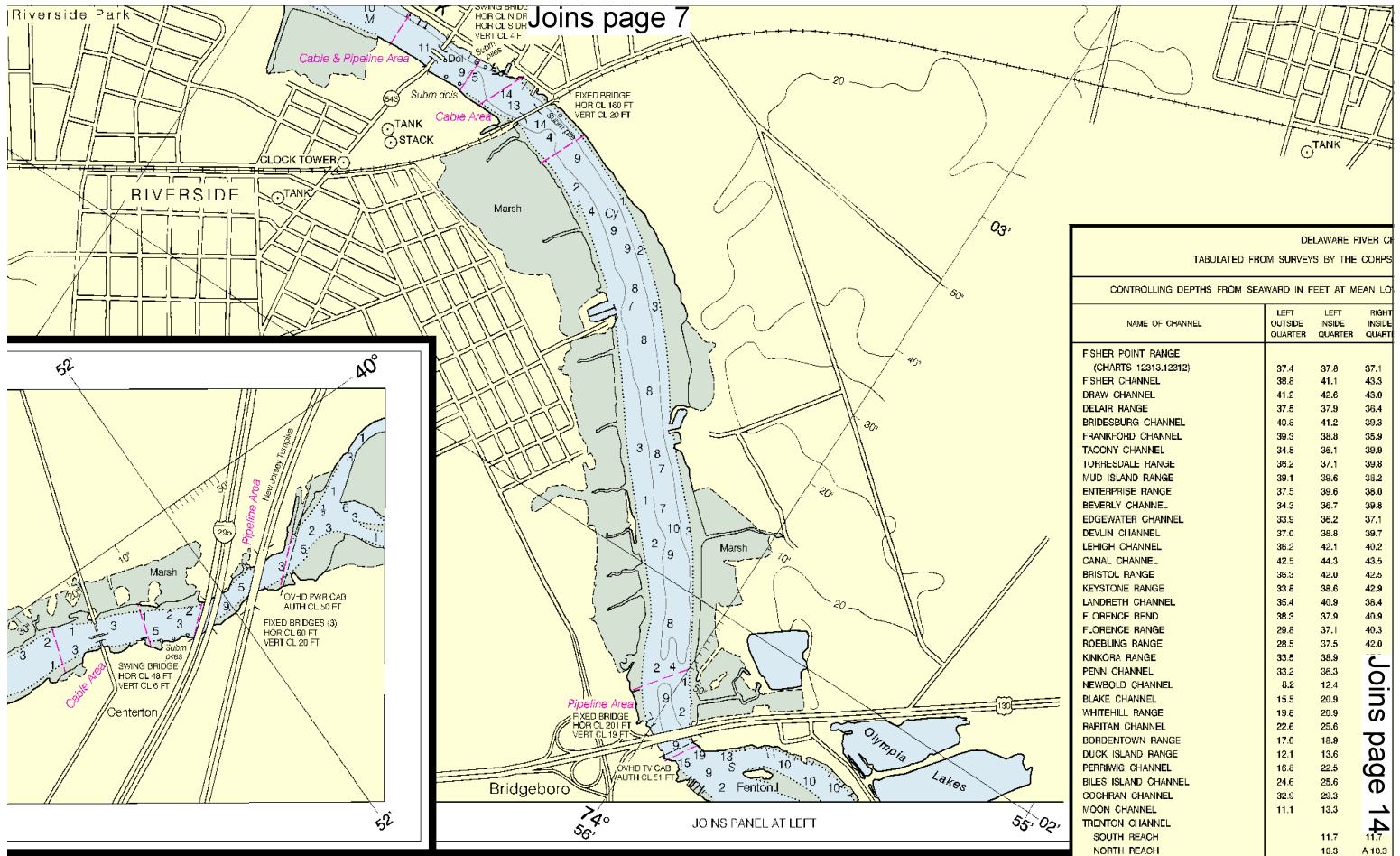
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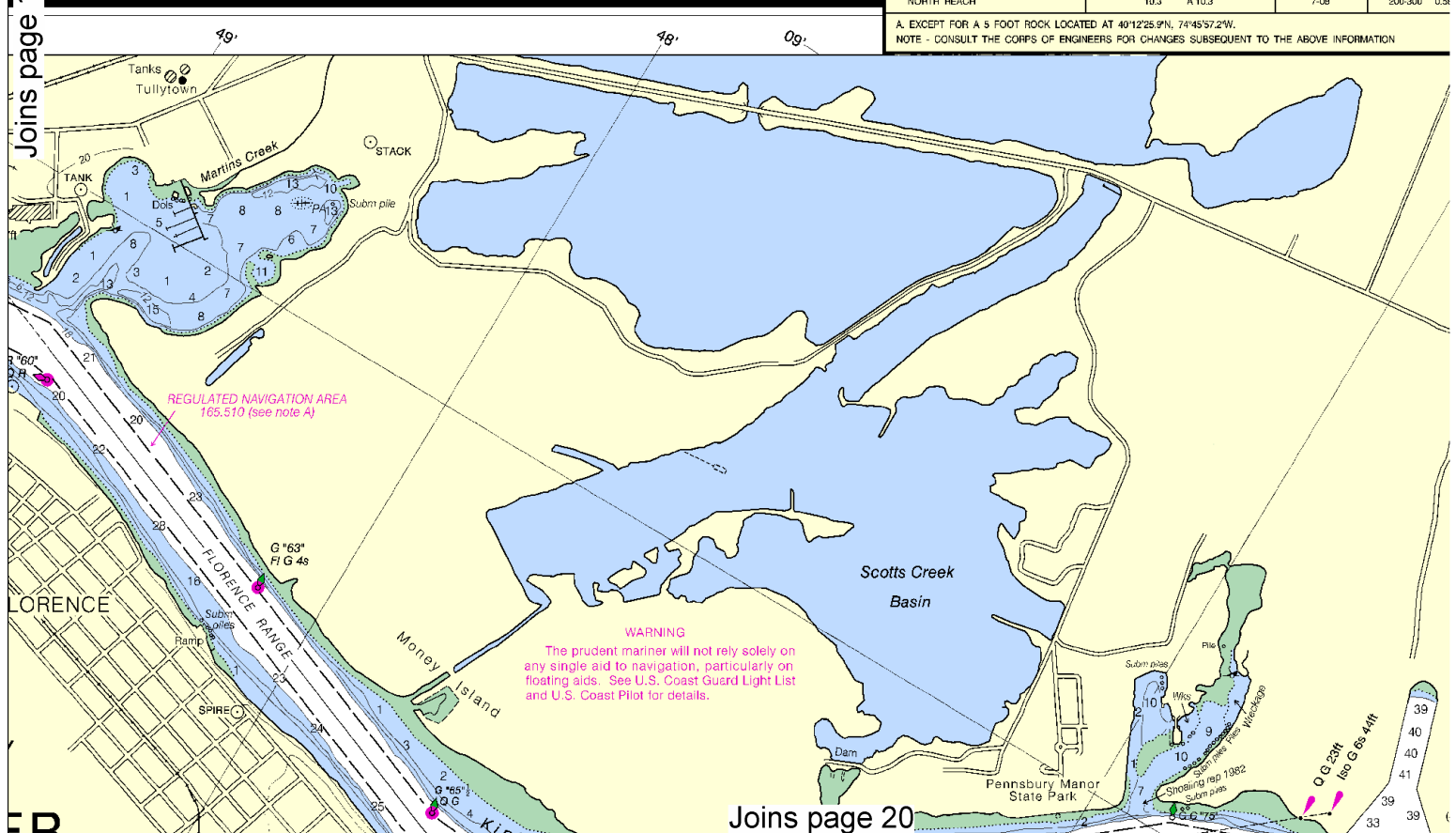
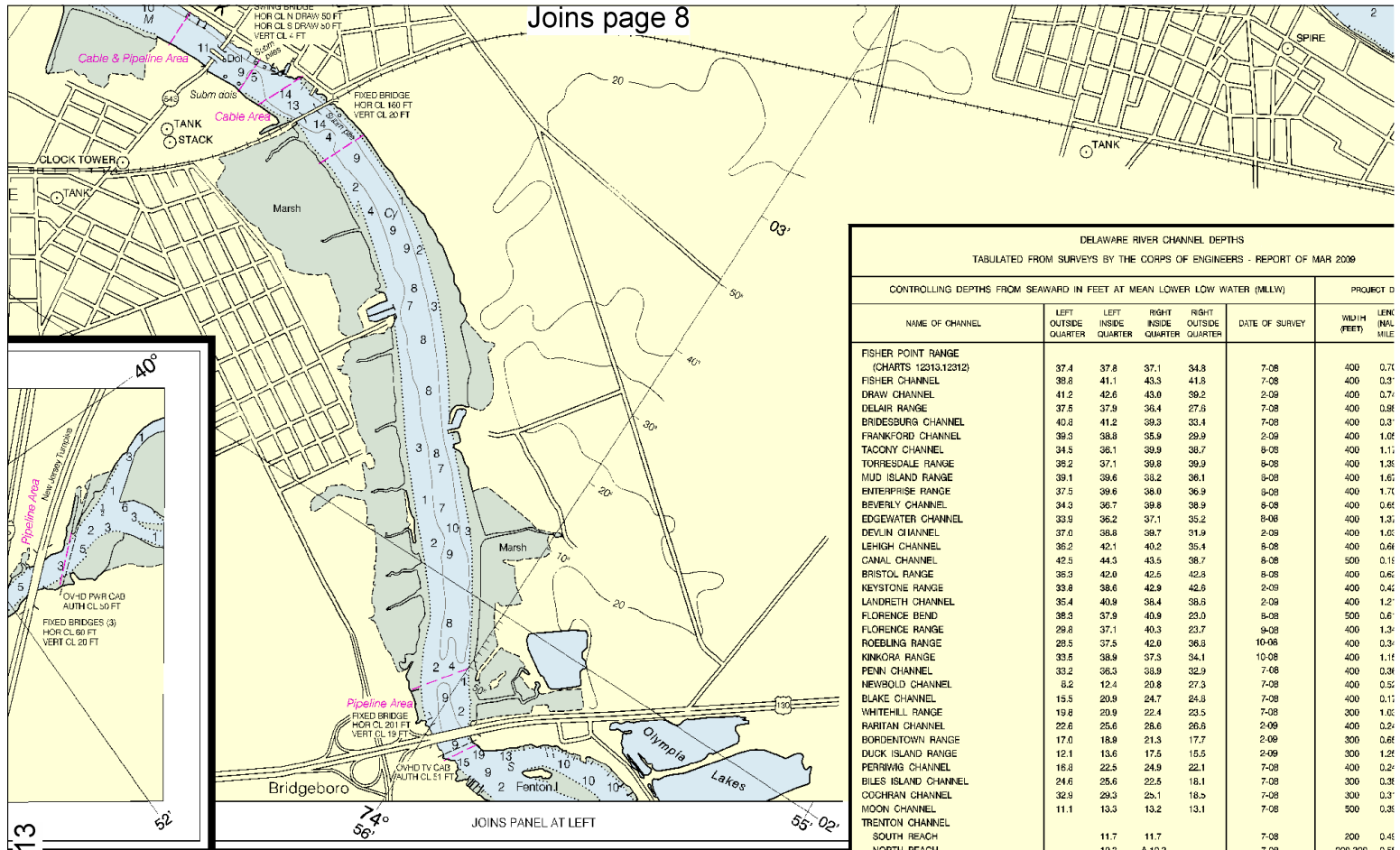
SCALE 1:20,000  
Nautical Miles

See Note on page 5.





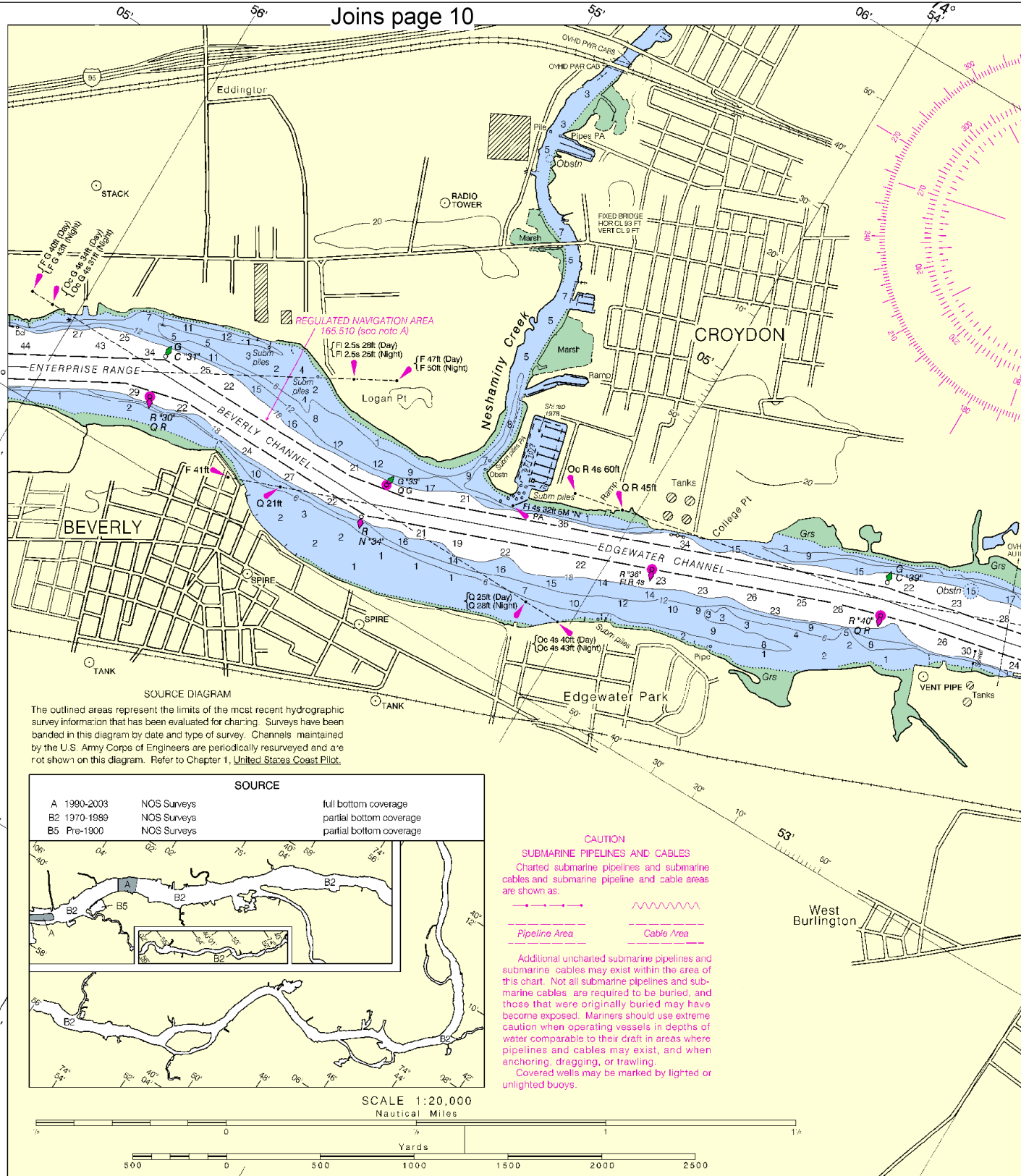








JOINS PANEL ABOVE



32nd Ed., Feb. /08 ■ Corrected through NM Feb. 23/08  
 Corrected through LNM Feb. 19/08

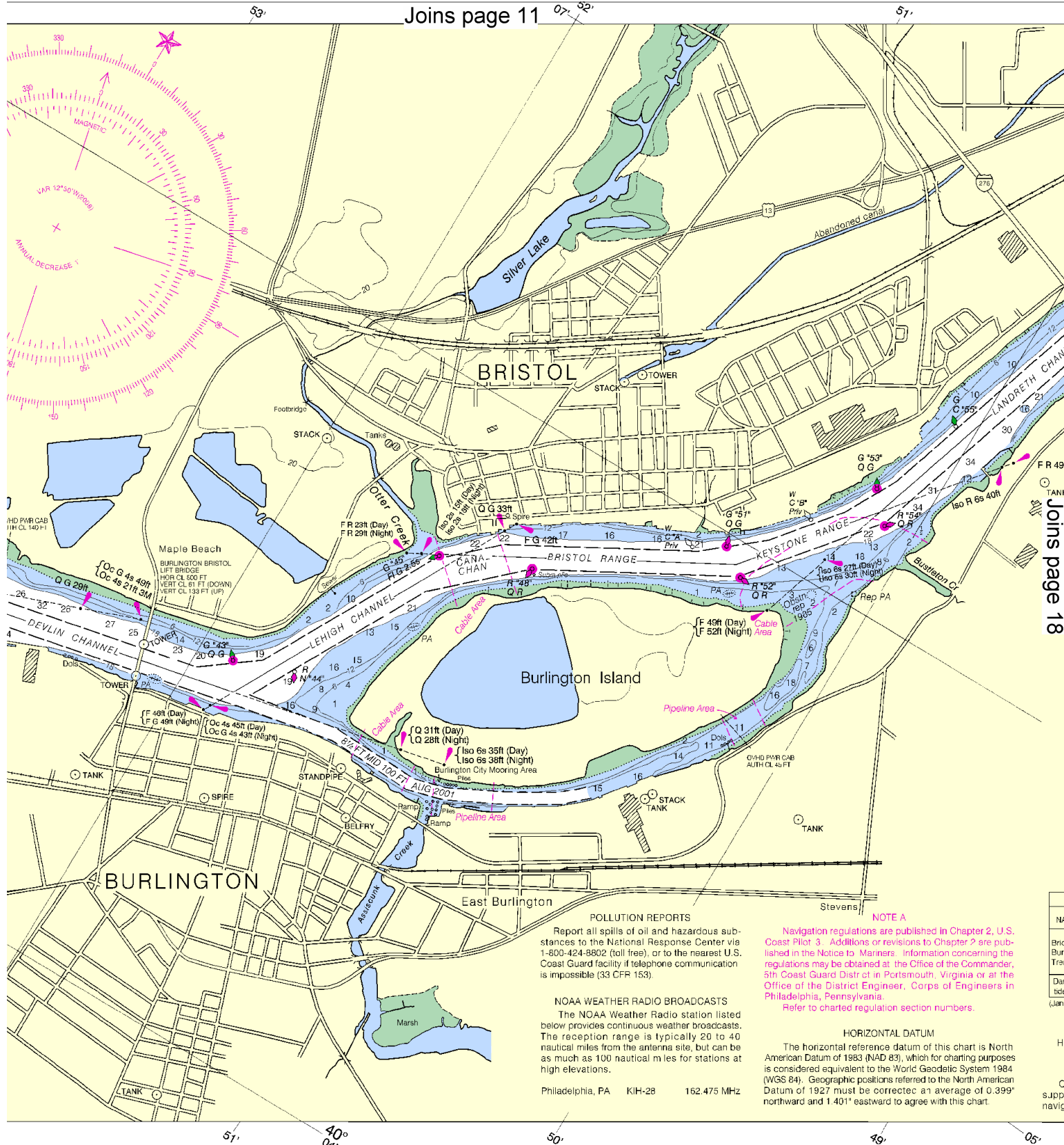
12314

**CAUTION**  
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the date shown are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

This nautical chart has been designed to promote as Ocean Service encourages users to submit corrections, & improving this chart to the Chief, Marine Chart Division Service, NOAA, Silver Spring, Maryland 20910-3282.







safe navigation. The National  
i, additions, or comments for  
on (N/CS2), National Ocean

**PRINT-ON-DEMAND CHARTS**  
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49ft

ANK

THE NATION'S CH

UNITED STATE

PENNSYLVANIA

DELAWARE

PHILADELPHIA

Scale 1:20,000

Additional information can be found at <http://www.fda.gov/oc/ohrt/>

TIDAL	
PLACE	
NAME	(LAT/LONG)
Bridgeboro	(40°02'N, 74°05'W)
Burlington	(40°05'N, 74°05'W)
Tranton	(40°11'N, 74°05'W)
Dashes (- -) located in datum columns indicate unavailable tide predictions, and tidal current predictions are available.	

HEIGHTS  
Heights in feet above Mean High Water.

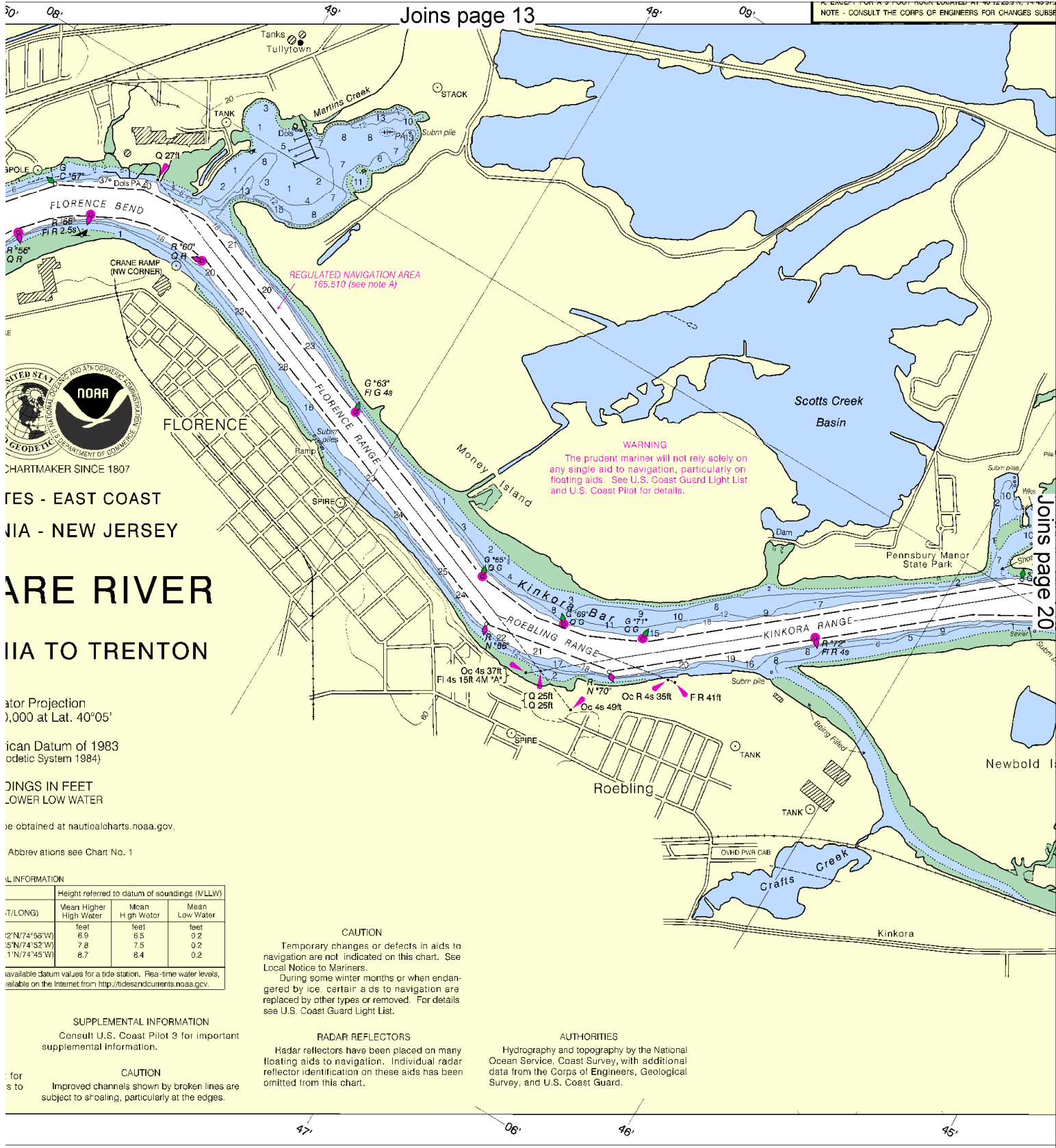
**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

PRINT ON DEMAND QUARTO

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-6 weeks before their release as traditional NOAA charts. A about Print-on-Demand charts or contact NOAA at 1-800-584-4663, <http://NauticalCharts.gov>, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>.

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NATIONAL OCEANIC SURVEY  
COAST SURVEY

Printed at reduced scale ~~SCALE 1:20 000~~ See Note on page 5



Joins page 13

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSE

WASHINGTON, D.C.  
DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
COAST GUARD SERVICE

CHARTMAKER SINCE 1807

RES - EAST COAST  
NJIA - NEW JERSEY

ARE RIVER  
NJIA TO TRENTON

ator Projection  
,000 at Lat. 40°05'

ican Datum of 1983  
odetic System 1984)

DINGS IN FEET  
LOWER LOW WATER

re obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

Abbreviations see Chart No. 1

IL INFORMATION

T./LONG	Height referred to datum of soundings (M.L.W.)		
	Mean Higher High Water	Mean High Water	Mean Low Water
12°N/74°55'W	6.9	6.5	0.2
15°N/74°52'W	7.8	7.5	0.2
1°N/74°45'W	8.7	8.4	0.2

available datum values for a tide station. Real-time water levels, reliable on the Internet from <http://tidesandcurrents.noaa.gov>.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AUTHORITIES

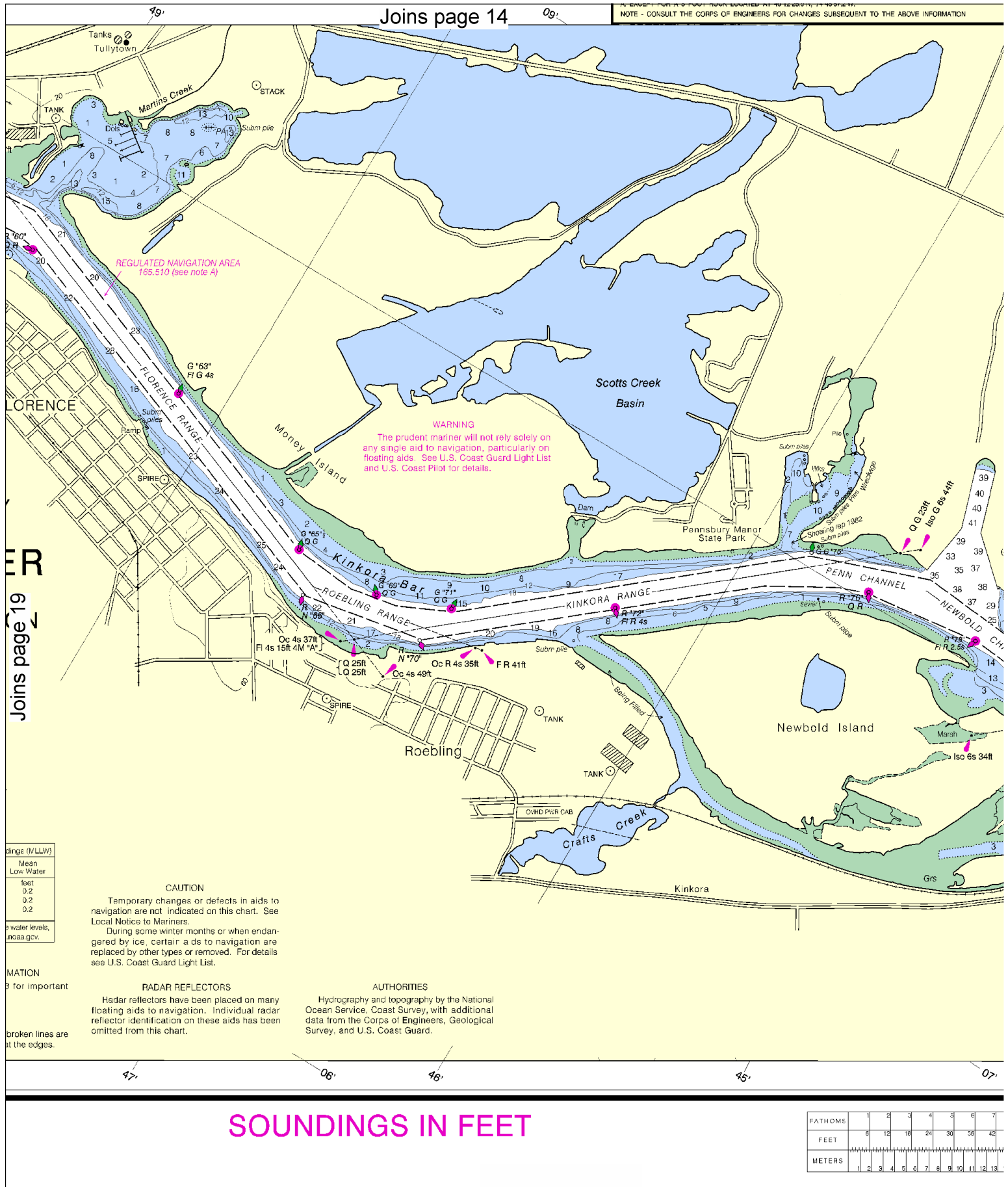
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

Joins page 20

## SOUNDINGS IN FEET

FATHOMS
FEET
METERS





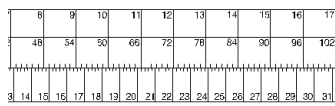
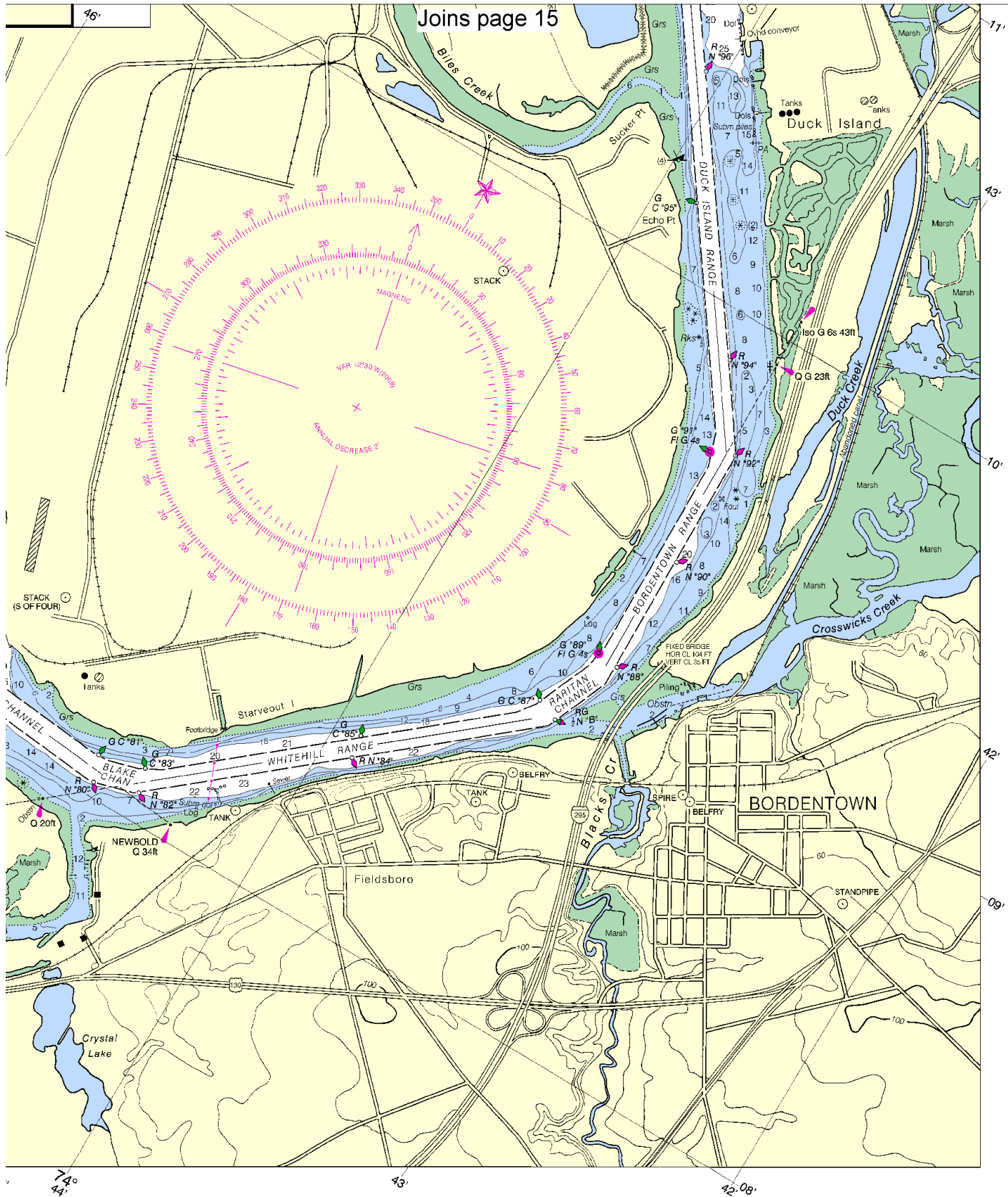
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Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.





Delaware River, Philadelphia to Trenton  
SOUNDINGS IN FEET - SCALE 1:20,000

12314

21



32



NSN 7642014010371  
NGA REFERENCE NO. 12XHA12314



## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

### Mobile Phones – Call 911 for water rescue.

**Coast Guard Philadelphia** – 215-271-4944

**Coast Guard Search & Rescue** – 800-418-7314/410-576-2525

**New Jersey Marine Patrol, Burlington** – 609-387-1221

**Delaware Marine Police** – 302-736-4580

**Philadelphia Marine Police** – 215-271-4971

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



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**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

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